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SECURITY INFORMATION

REPORT

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COUNTRY USSR/Austria (Soviet Zone)

DATE DISTR. // SEPT. 53,

SUBJECT Movement of Recruits of the 95th Mountain Rifle Regt. from Dzhul'fa to Bruck

NO. OF PAGES 3

PLACE
ACQUIREDNO. OF ENCLS.
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THIS IS UNEVALUATED INFORMATION

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1. On or about 7 November 1951, [] the recruits of the replacement battalion, 95th Mountain Rifle Regt., stationed in Dzhul'fa /N 38-54, E 45-387, received orders to be ready for shipment from the USSR. The preparations consisted of packing personal belongings, a general cleanup of our area, and haircuts. At 2200 hours, 9 November 1951, [] recruits, entrained in Dzhul'fa. It was said that the train was formed in Nakhichevan /N 47-14, E 39-467, the location of the 112th Mountain Rifle Div., where most of the recruits had entrained. There were approximately 2,500 recruits; all of the Class of 1932. The train was composed of one steam locomotive, approximately 30 two-axle boxcars, each of a 37-man capacity, and about 20 four-axle boxcars, each with a capacity of 74 men. [] every car was filled to capacity. Each two-axle boxcar had the following: four rows of wooden platforms, two on each end of the car, one over the other, each accommodating nine men; two water buckets of 12-lit. capacity, and an NCO supervisor, specially selected for the job from the ranks of units stationed outside of the USSR. Each four-axle boxcar had eight sleeping platforms, three placed on each end and two suspended next to each other in the center of the car, each platform accommodated 9 men; 3 water buckets holding 12 lit. each; and 2 NCO supervisors. Each car also contained a little wood stove. During the trip one man in each of the two-axle boxcars and two men from each four-axle boxcar were on guard duty at all times.

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2. The train left Dzhul'fa around 2300 hours, 9 November 1951. Following is the approximate schedule of the trip: arrived in Lokbatan N 40-18, E 49-42 morning of 10 November, departed night of 10 November; arrived in Makhachkala N 42-58, E 47-27 on 11 November; arrived in Bataysk N 47-10, E 39-44 early morning of 13 November, departed in early afternoon; arrived in Rostov na Donu N 47-15, E 39-53 in early evening; arrived in Dnepropetrovsk N 48-27, E 34-59 on 15 November and stopped for approximately one hour; arrived in Znamenka N 48-43, E 32-38 on 17 November; at 1000 hours, 18 November, arrived in L'vov N 49-50, E 24-00, where train stayed until 1500 hours; arrived at the border-crossing point Chop N 48-25, E 22-11 at 2300 hours, 19 November, where we changed to European-gauge boxcars of the same construction as described above Par. 1; at 0100 hours, 20 November train moved out from Chop; arrived in Budapest N 47-30, E 19-05 at about 1900 hours, 20 November; arrived in Bruck N 48-20, E 16-47 at about 2200 hours, 21 November. 25X1
3. In Bruck [] marched about an hour's distance from the railroad station, arriving at a replacement center. [] the center until 23 November 1951 when I, with approximately 50 [] N 48-07, E 14-48. On 24 November [] reported to the 290th Gds. Rifle Regt. in Mauer Oehling, Austria. 25X1
4. At [] Dzhul'fa, each recruit had the following: one full winter uniform, one fur cap, one pair of trigger-finger gloves, one summer garrison cap, one winter overcoat, one spoon and one tin cup; neither the spoon nor the cup carried a manufacturer's stamp. All personal belongings were carried in suitcases or bags which were not issued by the Army. The recruits had no field equipment and no weapons. The NCO's in charge of each boxcar were the only ones with weapons, which [] were PPSH's, of 1941 manufacture. 25X1
5. At [] Dzhul'fa, [] issued the following food (quantities are approximate): one can of meat (per two men), 200 g. of sugar (per two), 300 g. of salami, 2 kg. of bread, 150 g. of butter, and salt. Each day of our trip, at 1200 hours, [] issued: 2 kg. of bread (per three men), 150 g. of salami (per man), 50 g. of butter (per man), and some sugar. Water was kept in the buckets; at each stop one man from each car was allowed to fill the buckets. [] no kitchen car until we reached Chop. After the transfer at Chop [] hot soup at irregular intervals. The soup was distributed to the boxcars when the train stopped. [] the kitchen car [] was a four-axle boxcar. 25X1
6. Hot meals were served to the convoy in the following cities: 25X1
 - a. Lokbatan, [] marched to a huge (apparently civilian) mess hall located approximately one half kilometer from the railroad station. All of the 2,500 men were seated at one time. 25X1
 - b. Makhachkala, [] fed in a military mess located about three kilometers from the station. [] fed in two shifts. 25X1
 - c. In Bataysk [] took a shower while [] clothes were being disinfected, and later [] had a large meal in a military mess hall. This installation, mess and bath, was located next to the tracks where our train had stopped. [] this was some sort of processing center (formirovochnyi punkt), [] 25X1

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d. In Znamenska and near Budapest, where the last two hot meals were served.

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all of the 2,500 recruits who arrived in Bruck were of the 1932 Class. On 22 November 1951, all recruits were assembled at the Bruck replacement center and were equally divided into two groups. Each group was then divided into smaller groups. Each of the smaller groups was assigned to a unit. one large group was to remain in Austria and the other large group would be sent to Hungary.

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